



# National Transportation Safety Board

Washington, D.C. 20594

Office of Marine Safety

## Interview Summary

**Accident:** Fire aboard towing vessel *City of Cleveland* (NTSB No. DCA20FM014)

**Date:** February 26, 2020 at 1645 CST

**Location:** Lower Mississippi River, mile 346.1

**Person Interviewed:** Ms. Leslie Jenkins, Human Resources

Mr. Josh Haynes, Jantran Safety Manager

**Interview Conducted By:** Marcel Muisse, NTSB

**Summary Provided By:** Marcel Muisse, NTSB

## OVERVIEW

Ms. Leslie Jenkins and Mr. Josh Haynes were interviewed via telephone on August 11, 2020 between 0830 and 0900 CDT in conjunction with the investigation into the February 26 accident involving the towing vessel *City of Cleveland*, which caught fire while underway on the Lower Mississippi River approximately 20 miles south of Natchez. Unless specifically delineated by quotes, the text that follows is not a verbatim record of the conversation. It has been developed from notes taken of the interview.

## INTERVIEW SUMMARY

Ms. Jenkins clarified that Jantran is a wholly owned subsidiary of Bruce Oakley Inc. The company operates 21 towing vessels on the Lower Mississippi and Arkansas Rivers. Bruce Oakley also owns several fleeting boats which Jantran helps maintain. They do not operate on the Mississippi River north of the mouth of the Arkansas. The *City of Cleveland* and two other vessels typically run between New Orleans, Louisiana and Rosedale, Mississippi where tows are made up for, or coming from, the Arkansas River. The company is using the TSMS option and has requested COL's for at least 50% of their vessels as required by the phase in requirements for the new Subchapter M.

Their vessels are crewed with a captain, pilot, two uncredentialed mates, three deckhands, a cook, and an engineer.

Ms. Jenkins confirmed that on February 26, the vessel was northbound with 15 barges in a 3x5 configuration. The company does not move red flag barges. The vessel had left Rosedale southbound on February 15, turning around at mile 65 on February 22.

Mr. Haynes stated the vessels carry gasoline driven dewatering pumps for use on the barges. The pumps are not designated fire pumps and do not have adapters on the discharge side for fire hoses. The cable run from the fuel oil shut off valves went to a pull station. The cable however pulled the ball valve handle past its closed position. The *Susan K* and the *Jackson Platte* both had tows and had to drop their barges before assisting.

Ms. Jenkins stated the company intends to repair the *City of Cleveland* and return her to service. The company suffered a cyber-attack about time of the fire and many of the vessel's maintenance records and logs are unavailable.

Post-casualty, the company has moved the two B-V extinguishers to the second deck, above the engine room doors, and added a third B-V to the upper engine room.

## END SUMMARY